

Prices and Prospects.

HOW THAT COKE PRICE IS FIXED MARKET HAS BECOME VERY QUIET

Many of Places to Ship Coke Without Looking for New Orders.

SHIPMENTS ON CONTRACT

Receiving Attention; No Pressure to Sell Spot; Freer Offerings Likely Later; Several Matters in Price-Fixing Plan Not Yet Made Clear.

Special to The Weekly Courier.

PITTSBURG, Oct. 3.—The coke market has naturally been very quiet since the price was fixed by the government at \$6.00. There has been the pressure to sell as operators are generally able to find a place to ship coke, being behindhand in shipments on many obligations. Those who had contracts first addressed themselves to the matter of giving orders of contracts full shipments, something that operating conditions have made the exception more often than the rule for several months. There were various short-term negotiations which could well stand attention, sales that had been made a lot of 50 to 100 cars just before a price was fixed. The result was at the turnover in the open market to be very light.

There has been an actual market every day, however. As reported a week ago, early on the Tuesday morning after the price had been fixed there was a sale of several carloads of coke, \$6.00, the same coke that had been offered to the buyer the day before at \$5.50 and refused, and there have been transactions every day since.

The expectation is that when the operators have gotten their old customers in good shape there will be fairly free offerings in the open market. The operators may require some time, however, as furnaces have been short of coke for so long a time that they are likely to be rather slow in calling a halt when they see more coke coming in day by day than they need.

The differential on foundry coke has not yet been fixed and there is no information on which to base a prediction as to what differential will be described. The spread between furnace and foundry coke has varied widely in the past, sometimes being little more than the cost of trucking cars while at a few months ago it averaged about \$1.50 a ton and later it has been somewhat less. There also has been a wide range as to the rate, and the government would probably do well to fix rather a wide spread, so that the indifferent grades in the sold at a discount from the top grade.

The coke brokers are somewhat disturbed over the fact that no margin is allowed them in the government price fixing and the prospect at there will be no allowance provided. In the case of coal the Peabody agreement allowed the jobber a cent, to be charged the consumer, while when prices were fixed under the Lever act this margin was cut to 15 cents and recent advances have been that when the government fixes its price, as it is known it will, the brokerage will be cut out altogether. In the circumstances there is little prospect that a coke broker will be allowed. The Washington authorities doubtless take the view that when in a business transaction a commission is paid it is usually paid by the seller, and as \$6.00 is simply the maximum price for coke there is no law to hinder the coke operator from paying the broker an allowance out of his \$6.00. The coke operator, however, evidently feels that a operator will be indisposed to pay a brokerage for selling coke at \$6.00 when it has hitherto brought 2 to \$5.

The market is quotable at \$6.00 for furnace and foundry coke, spot contract.

A curious feature of the situation is that more coke has been sold on contract for the year 1918 than is set for the remainder of this year. It is predicted that there will be much larger offerings of spot coke in an open market in the next three months than there will be after January 1.

The average quoted price of spot furnace coke in September was \$11.55, during the last five business days of the month the quotation was \$6.00, monthly averages since the beginning of the year have been as follows:

Month	Price
January	\$11.55
February	\$11.55
March	\$11.55
April	\$11.55
May	\$11.55
June	\$11.55
July	\$11.55
August	\$11.55
September	\$11.55

The pig iron market has been very quiet since the basis price was fixed, being \$23.00 for basic, foundry and malleable at Valley furnaces. A couple transactions have been made Bessemer iron at the tentative price of \$36.30, it having been found at on an average Bessemer had usually sold at about 10 per cent above basic, and this price will stand until a final roundup of all pig iron prices, covering the various grades and districts. There is demand for pig iron, it only for early deliveries and as the furnaces are well sold up they

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING SEPT. 29, 1917.				WEEK ENDING SEPT. 22, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,445	18,145	2,300	187,698	20,445	18,301	2,144	190,090
Lower Connellsville	17,055	15,833	1,222	158,710	17,055	15,630	1,425	165,012
Totals	37,500	33,978	3,522	346,408	37,500	33,931	3,569	355,102

FURNACE OVENS.	WEEK ENDING SEPT. 29, 1917.				WEEK ENDING SEPT. 22, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,938	16,556	1,382	150,616	17,938	15,596	1,342	139,420
Lower Connellsville	5,286	5,216	510	55,060	5,216	510	510	57,170
Totals	23,224	21,772	1,892	205,676	23,154	16,106	1,852	196,590

MERCHANT OVENS.	WEEK ENDING SEPT. 29, 1917.				WEEK ENDING SEPT. 22, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,407	2,589	818	25,082	3,407	2,705	702	30,670
Lower Connellsville	11,819	10,267	1,552	104,450	11,819	10,314	1,505	107,812
Totals	15,226	12,856	2,370	129,532	15,226	13,019	2,207	138,482

SHIPMENTS.	WEEK ENDING SEPT. 29, 1917.				WEEK ENDING SEPT. 22, 1917.			
	Cars.	In.	Out.	Tons.	Cars.	In.	Out.	Tons.
To Pittsburgh	3,403	3,403	118,563	1,185,630	3,531	3,531	123,275	1,232,750
To Points West of Pittsburgh	2,447	2,447	184,142	1,841,420	2,447	2,447	187,069	1,870,690
To Points East of the Region	1,447	1,447	39,477	394,770	1,418	1,418	47,093	470,930
Totals	5,297	5,297	342,182	3,421,820	5,396	5,396	357,437	3,574,370

FIFTH ADVANCE IN COKE WORKERS' PAY WITHIN 20 MONTHS

The New Frick Scale Became Generally Effective on October 1.

NOTICE POSTED SATURDAY

Merchant Operators Follow the Wage Leader By Adopting the Scale as Has Been the Custom: What Comparison With Former Scales Shows.

The second voluntary wage advance to the coke plant employees of the Connellsville region during the current year, and the fifth during the past 20 months, became effective Monday. At four o'clock Saturday afternoon the H. C. Frick Coke company posted the new scale at its plants and at practically the same hour the Washington Coal & Coke company gave official publication of the same scale at its plants. Other merchant operators and the furnace interests, in accordance with their usual custom, promptly posted notices of their intention to pay the same scale.

The new scale, compared with that of May 1, which it replaces, is as follows:

CLASS OF WORK	Feb. 10, 1894	Apr. 1, 1901	Oct. 1, 1917
Pick mining and loading room and rib coal, per 100 bushels	\$2.16	\$2.00	\$2.00
Pick mining and loading heading coal, per 100 bushels	2.28	2.20	2.20
Pick mining and loading wet heading coal, per 100 bushels	2.57	2.38	2.38
Loading machine coal, per 100 bushels	1.54	1.40	1.40
Drivers, rope riders, cagers, track layers, blasters and timbermen (shaft and drift) (eight hours)	4.16	3.85	3.85
Drivers, rope riders, cagers, track layers, blasters and timbermen (drifts) (per day)	4.10	3.80	3.80
Assistant tracklayers and assistant timbermen (drifts) (per day)	3.46	3.20	3.20
Fire bosses, per day	4.90	4.60	4.60
Mine laborers, per day	1.00	1.00	1.00

CLASSES OF WORK

CLASS OF WORK	Feb. 10, 1894	Apr. 1, 1901	Oct. 1, 1917
Mining and loading room and rib coal, 100 bu.	.78	\$1.44	\$2.00
Mining and loading heading coal, 100 bu.	.88	1.58	2.20
Mining and loading wet heading coal, 100 bu.	.95	1.70	2.38
Loading machine coal, per 100 bu.	.43	.38	.38
Drivers, rope riders, cagers, track layers, blasters and timbermen (shaft and drift) (eight hours)	1.65	2.85	3.85
Drivers, rope riders, cagers, track layers, blasters and timbermen (drifts) (per day)	1.60	2.80	3.80
Cagers, (shaft and slopes) per day	1.65	2.85	3.85
Cagers (drifts) per day	1.65	2.85	3.85
Tracklayers, blasters and timbermen (shaft and slopes)	1.65	2.85	3.85
Tracklayers, blasters and timbermen (drifts) (per day)	1.65	2.85	3.85
Assistant tracklayers, blasters, timbermen, per day	1.35	2.35	3.20
Inside laborers, per day	1.25	2.15	3.25
Dumppers and tipplemen, per day	1.35	2.35	3.00
Chargers, per day	1.40	2.15	3.00
Forking cars, 40,000 lbs.	.75	1.75	2.50
Forking cars, 50,000 to 60,000 lbs.	.85	1.85	2.60
Forking cars, over 60,000 lbs.	.95	1.95	2.75

DOUBTFUL POINTS IN COKE PRICE PLAN TO BE CLEARED SOON

Price of Foundry, Stock, High Sulphur and "Off" Grades Yet to Be Fixed.

BROKERS' COMMISSION

Not Yet Provided For: Some Withdraw From the Market: Chairman Railway of Coke Committee Urges Operators to Strict Adherence to Regulations.

There is every assurance that the doubtful points involved in the application of the "fixed" price of coke to trade conditions will be cleared up very shortly. The official announcement of last week was designed only to give notice to both producers and consumers of the maximum price which it is lawful to ask or to pay and left to later explication by the Fuel Administration the arrangement of details whereby the new regulation can be made applicable.

The general impression in the trade, being that the price of \$5 applies only to furnace coke, there remains lack of information as to the price to be paid for foundry and stock coke and also as to what deviation from the standard price is to be allowed for high, low and medium sulphur cokes, light or heavy ash content and other qualities by which the trade has classified the different grades and the product of the different coke producing fields.

No provision has yet been made for the commission to be allowed brokers or by whom it is to be paid. The view is held generally, by both producers and consumers, that the producer should pay the commission, the understanding being that the government intended \$6.00 to be the flat price to consumers f. o. b. cars at ovens, without other addition than freight charges to point of consumption. On account of the uncertainty in the present situation it is understood that a number of coke brokers have withdrawn from the market pending the working out of

Continued on Page Eight.

PERCEPTIBLE PROGRESS MADE

Upper Connellsville and Greensburg-CConnellsville Districts Show a Gain of 2,000 Tons in Output.

PERCEPTIBLE PROGRESS MADE

The Upper Connellsville and Greensburg-CConnellsville districts made perceptible progress last week toward a recovery from the recession they suffered during the previous week in common with, but proportionately heavier than, the regions to the south. In both the deterrent effects of a near approach to price-fixing had operated to slow down movement hence the gain last week is to a large extent the result of the reaction following a settlement of this more or less disturbing question.

The increase in shipments last week was 2,600 tons, advancing the total to 30,800 tons from a trifle over 28,000 tons of the preceding week. Combined the shipments for the two districts for the week ending Saturday, September 29, were as follows:

District	East	West	Total
Upper Conn.	8,242	6,915	15,157
Greensburg	2,454	8,098	10,552
Totals	10,696	15,013	25,709

The gain in shipments was fairly evenly distributed in proportion of 1,482 tons to Eastern points and 1,118 tons to Western points, a total of 2,600 tons. The Upper Connellsville district was the larger gainer, recording an increase of 1,098 tons, while the Greensburg-CConnellsville district gained but 602 tons.

Lambert Transferred. Furney T. Lambert has been transferred from the Davidson plant of the H. C. Frick Coke company to the Hostetter plant to take a position as shipping clerk.

Over 100 New Mines. In the vicinity of Morgantown, W. Va., over 100 new mines have been opened up within two years.

No German Coal to Holland. Germany has stopped all shipments of coal to Holland.

1.94		
1.30	.48	.87
.79	.05	.11
4.16	1.30	2.50
4.10	1.30	3.50
4.15	1.30	2.50
4.10	1.30	2.50
4.25	1.30	2.50
4.10	1.30	2.50
5.45	1.30	2.10
3.25	1.10	1.90
3.00	.85	1.65
3.00	.85	1.60
2.50	.75	1.75
2.60	.75	1.75
2.75	.75	1.80

Production and Output.

COKE REGION ADAPTING ITSELF TO CONDITIONS OF PRICE FIXING

COKE TRADE SUMMARY.

The orderly course of operation in the Connellsville region has not been disturbed by the application of the wholly new conditions imposed by governmental regulation of price for its product. The operators, having accepted the dictum of the Fuel Administration in good spirit, and the trade having been relieved of the stress and feverish excitement of an unprecedentedly high spot market, continuing over a long period, they have entered upon the new state with some relief. This condition will permit them to give even closer attention to the business of speeding up production.

Shipments last week, including a number of cars held over on standing between plants and made the preceding week, showed an apparent gain of 14,000 tons, the total being 310,134 tons as compared with 145,214, the record of the preceding week.

There is some doubt that the new wage scale, effective last Monday, will very materially add to the number of men. One operator expresses the conviction, based on long experience and observation, that "the higher the wage, the smaller the output per man," an axiom deduced from the fact that miners, as a class, are content with a certain self-determined earning rather than exerting themselves to the limit of their opportunities. This market is quiet, now that price has been fixed, and no pressure is being exerted to sell. Attention is being given mainly to filling contract requirements. Freer spot offerings are anticipated later.

Relieved of Market Pressure Production Can Now be Pushed.

EFFECT OF WAGE SCALE

May be Disappointing So Far as Means of Materially Increasing the Working Forces; May Prove That "Higher the Wage, Smaller the Output."

The producers of Connellsville coke having accepted the "fixed" price in good spirit the region is adapting itself to the wholly new condition of governmental price regulation without apparent disarrangement in its orderly course. Relieved of the stress which was incident to an unprecedentedly active market and urgent demand for spot coke, the region can now direct its energies toward meeting contract requirements with a certain sense of relief. The friction of the high pressure, high speed market which has prevailed for almost a year past having been removed, greater and more effective exertion can now be made in pushing operation to the limits of the working forces of the region to produce and of the railroads to move the output, and this is the purpose of the operators to do.

Preceding the announcement of the government's price for coke there was a certain slowing down of movement as was naturally to be expected in view of the enforcement of so radical a measure as any form of governmental control over output. This was most pronounced three weeks ago and continued into week before last, the total dropping off due to this cause, and transportation difficulties, having been 26,000 tons. While the recorded total of 310,000 tons by rail and river last week is 14,000 tons greater than the immediately preceding week, the whole of the apparent gain cannot be attributed to increased movement. During the week of September 22 a number of cars were held at sidings in different parts of the region between the plants and the scales, hence their tonnage appears in last week's record instead of the preceding. A considerable portion of the 14,000 tons increase must have represented the held-over cars for the car supply of the region last week was under the recent weekly average, hence the actual loading of the week probably showed only a slight gain over that of the previous week.

This week has opened with a fairly good car supply, Monday having 100 per cent, Tuesday 80 to 90 and yesterday about 90 per cent. Coal cars have fluctuated widely both this and last week from practically none on several days up to 50 to 60 per cent on other days.

While it is yet too early to estimate the probable effects of the wage advance, which became generally effective on Monday, insofar as it may serve to increase the available working forces of the region, there is some skepticism as to the results. Some keenly observant and experienced operators are inclined to the belief that while a certain number of men will be drawn to the region by the highest rates of wages ever paid, or from whatever classes of work now that the winter season is approaching, the effect will be disappointing. One operator's view of the matter is comprehended in the somewhat axiomatic expression, which he says his experience has proven to be true, that "the higher the wage, the smaller the output per man." This is based upon the more or less confirmed habit of mine workers to be content with a certain earning per day rather than with striving to make the most out of their opportunities. Thus, when the rate of wage is high the earning with which the worker is satisfied can be made in a shorter time than when the rate is lower, hence the conclusion is that as wages rise, the more readily will the men yield to temptation to take lay-off days.

The estimated production of the week ending Saturday, September 29 was 347,408 tons, a decrease of 7,644 tons from the previous week. Shipments by rail for the week aggregated

Frick Wage Scales Paid by the Connellsville Coke Region Operators Generally From The First Scale of February 10, 1894, to the Last Advance Effective October 1, 1917

CLASS OF WORK.	Feb. 10, 1894.	Apr. 1, 1901.	Oct. 1, 1917.	Jan. 1, 1918.	Apr. 29, 1903.	Mar. 1, 1903.	Jan. 1, 1903.	Dec. 16, 1903.	Mar. 1, 1905.	Mar. 1, 1905.	Jan. 3, 1916.	Jan. 16, 1917.	Apr. 2, 1918.	Feb. 1, 1918.	May 8, 1918.	Dec. 16, 1918.	May 1, 1919.	Oct. 1, 1919.
Mining and loading room and rib coal, 100 bu.	.78	.90	1.06	1.06	1.06	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Mining and loading heading coal, 100 bu.	.88	1.02	1.08	1.26	1.27	1.40	1.30	1.25	1.37	1.50	1.38	1.58	1.73	1.85	2.02	2.20	2.20	2.20
Mining and loading wet heading coal, 100 bu.	.95	1.10	1.16	1.25	1.31	1.45	1.55	1.30	1.45	1.60	1.50	1.62	1.70	1.85	2.00	2.20	2.20	2.20
Loading Machine coal, per 100 bu.	.43	.50	.53	.60	.64	.75	.77	.68	.76	.77	.70	.78	.82	.90	.95	1.05	1.20	1.30
Drawing coke, per 100 bu. charged	.43	.50	.53	.60	.64	.75	.77	.68	.76	.77	.70	.78	.82	.90	.95	1.05	1.20	1.30
Leveling, per oven	.08	.09	.09	.10	.10	.13	.12	.10	.11	.11	.11	.12	.13	.14	.15	.16	.18	.18
Drivers, rope riders, (shafts and slopes)	1.65	1.84	1.95	2.05	2.12	2.35	2.50	2.20	2.40	2.55	2.40	2.60	2.85	3.05	3.20	3.50	3.85	4.15
Drivers, rope riders, (drifts) per day	1.60	1.75	1.85	1.95	2.02	2.23	2.40	2.10	2.30	2.45	2.30	2.50	2.80	3.00	3.15	3.50	3.80	4.10
Cagers, (shafts and slopes) per day	1.65	1.84	1.95	2.05	2.12	2.35	2.50	2.20	2.40	2.55	2.40	2.60	2.85	3.05	3.20	3.50	3.85	4.15
Cagers, (drifts) per day	1.65	1.84	1.95	2.05	2.12	2.35	2.50	2.20	2.40	2.55	2.40	2.60	2.85	3.05	3.20	3.50	3.85	4.15
Fire bosses, per day														3.75	3.90	4.20	4.60	4.90
Tracklayers, blasters and timbermen, (S. & S.)																		
per day	1.65	1.84	1.95	2.05	2.12	2.35	2.50	2.20	2.40	2.55	2.40	2.60	2.85	3.05	3.20	3.50	3.85	4.15
Tracklayers, blasters & timbermen, (D.) per day	1.60	1.75	1.85	1.95	2.02	2.23	2.40	2.10	2.30	2.45	2.30	2.50	2.80	3.00	3.15	3.50	3.80	4.10
Asst. tracklayers, blasters & timbermen, per day	1.35	1.50	1.59	1.65	1.72	1.87	1.97	1.65	1.75	1.85	1.75	2.00	2.15	2.30	2.40	2.75	3.00	3.20
Inside laborers, per day	1.25	1.39	1.49	1.55	1.62	1.75	1.85	1.65	1.75	1.85	1.75	2.00	2.15	2.30	2.40	2.75	3.00	3.20
Dumppers and tipplemen, per day	1.35	1.49	1.59	1.65	1.72	1.87	1.97	1.65	1.75	1.85	1.75	2.00	2.15	2.30	2.40	2.75	3.00	3.20
Chargers, per oven	.09	.09	.09	.10	.10	.13	.12	.10	.11	.11	.11	.12	.13	.14	.15	.16	.18	.18
Chargers, per day	1.40	1.50	1.59	1.68	1.75	1.90	2.00	1.75	1.85	2.00	1.85	2.00	2.15	2.30	2.40	2.75	3.00	3.20
Outside laborers, per day	1.25	1.39	1.49	1.55	1.62	1.75	1.85	1.65	1.75	1.85	1.75	2.00	2.15	2.30	2.40	2.75	3.00	3.20
Forking cars, 40,000 lbs.	.75	1.00	1.06	1.15	1.25	1.50	1.65	1.40	1.50	1.65	1.50	1.65	1.75	1.85	2.00	2.20	2.50	2.80
Forking cars, 50,000 lbs. to 60,000 lbs.	.85	1.10	1.16	1.25	1.30	1.50	1.65	1.40	1.50	1.65	1.50	1.65	1.75	1.85	2.00	2.20	2.50	2.80
Forking cars, over 60,000 lbs.	.95	1.25	1.31	1.40	1.50	1.75	1.85	1.60	1.75	1.90	1.75	2.00	2.15	2.30	2.50	2.75	3.00	3.20

LIST OF COKE OVENS IN
The Connells ville District
 With Their Owners, Address and Ovens in Blast Corrected to
 Saturday, Sept. 29, 1917.

Do You Need Job Printing?

We do all kinds of Job Printing at our office from the visiting card to the finest commercial work. Try our printing.

THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

MANY REVENUE GAINS

NEW PUBLICATIONS

Change of Interest and Name.
Having purchased the interest of J. T. Wilson in the J. T. Wilson company of Uniontown, R. W. and W. J. Gilmore of the same place, will continue the coal and coke business under the name of General Fuel company.

ELECTRIC STEEL MILL STARTS; TWO HEATS ARE MADE

PRODUCT ANALYZES WELL

The 65 employees of the mill worked all day Friday, all Friday night and all of Saturday, without resting at all. They were a tired bunch of men to begin with, but just as eager as ever to know "how she was testing."

J. L. Dixon of the John A. Crowley company, who designed the furnace, was present to see how his theories in furnace building would work out. Mr. Dixon is an expert in his line, and practically directed the mill operations today.

L. E. Hanksinon, superintendent of the West Penn power plant was also at the mill. The West Penn will furnish the power for the mill.

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Eureka Manufacturers of high-grade **E. F. B.**
Bradoc Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor
 Bee-Hive Coke Ovens.
DIFFICULT SHAPES A SPECIALTY.

1917 MAP

Directories of Coal Mines on
Chesapeake & Ohio, Norfolk & Western, Virginia, Kanawha & Michi-
gan, and Southern end of Coal & Coke railroads—showing location of
mines, name of company and general manager, season worked, analysis
of coal, car allotment, and selling agent.
Price \$5.00.

**COAL OUTPUT 55
PER CENT NORMAL**

In the Pittsburgh District During the
Eight Months of Year Due to Car
and Labor Shortages.

According to statistics prepared by the Pittsburgh Coal Producers' Association the output of coal in the Pittsburgh district for the first eight months of 1917 was approximately 56 per cent of normal. The production, at both rail and river mines, was 10,416,502 tons out of a possible 28,800,000 tons under normal conditions of labor and car supply.

Mines on railroad lines had a normal capacity of 23,190,550 tons. With the present labor supply and a car supply of 100 per cent, they could have

supply of 100 per cent they could have produced 18,271,087 tons. The actual output was 12,271,087 tons. The shortage between actual output and the production possible with a full car supply is 6,000,000 tons, or 33.2 per cent.

Labor conditions at the mines on the rivers are more acute than at mines located on railroads. The output of the river mines for the eight months was 3,789,635 tons, with a possible output on full time of 4,135,261 tons. The shortage amounts to 475,527 tons, and changing labor supply is blamed with 272,571 tons of the amount.

The figures are issued with the statement that the difference between normal capacity and present possible capacity, or 100 per cent car supply capacity, represents the loss in

productive capacity due to decrease in the number of men employed at the mines. The decrease in the number of employees, it is stated, is largely due to the short and irregular working time caused by lack of sufficient railroad transportation to permit steady operation of the mines.

GETS PROMOTION

W. C. Hood Made Assistant General Superintendent of Frick Co.
William C. Hood of South Brownsville, has been appointed assistant general superintendent of the H. C. Frick Coke company, the appointment to date from September 15. Mr. Hood will reside with his family in Uniontown, while his headquarters will be in Brownsville.

Mr. Hood has for the past eight years been the superintendent of the Bridgeport mines of South Brownsville, Colonial No. 3, Colonial No. 4, Maxwell and Dilworth mines. W. C. Stratton, who has been the division engineer of the North End, has been named the successor for Mr. Hood and will take charge of the respective plants Monday, October 1. Mr. Hood has been in the employ of the Frick Coke company for 20 years.

Seizes Coal Train.
The coal scarcity became so serious at Dayton, O., a few days ago that Governor J. M. Cox seized a train bearing 1,000 tons of coal and sent it to that city. Dayton is the governor's home town.

Price-Fixing Closes W. Va. Mines.
Twenty-five coal mining plants in Harrison county have suspended operations as a result of the Federal fixed price of \$2 a ton for coal at the mine.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

**We make a specialty of Wood Lined
Pipe and Fittings**

THOMPSON CONNELLSVILLE COKE CO.

300 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

<p>WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, New Republic Station, Fayette County, Pa.</p>	<p>CONNECTIONS: Pennsylvania R. R. Pittsburgh & Lake Erie R. R. Baltimore & Ohio R. R.</p>	<p>PITTSBURG OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.</p>
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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

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Connellsville Central Coke Co.

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MONTHLY CAPACITY \$2,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.
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THE COURIER COMPANY

127½ W. Main St.,

Connellsville, Pa.

CRAWFORD SCHOOL READY AS SOON AS HEATERS ARE DONE

New West Side Building Should
Be Occupied Within 30
Days, Board Hears.

HIGH SCHOOL PROGRESSING

As Soon As McGinnis Company Places
Roofing, It Will Be Possible to
Finish Off 20 Rooms at Once; Con-
tractors Over West Side Job.

Discussion of the progress on the two unfinished buildings featured Monday's session of the school board. According to a statement of Superintendent S. P. Ashe, it will be possible to move into the Crawford school on the West Side as soon as the heaters are ready, and that will be, at the outside, within 30 days. The high school should be ready shortly after that.

At the West Side building the wood-work is practically completed and there is only a little plastering to do yet.

At the high school, the McGinnis company of Pittsburgh, heating contractors, will begin work today on installing registers, and when these registers are installed, it will be possible to finish off 20 rooms at once, cleaning them out, and making them ready for the placing of furniture. The Myers-Carey company is finishing the painting of the auditorium. The painting work on the second and third floors is practically completed.

It was decided to put a concrete pavement in front of the Crawford school to replace the present brick sidewalk. Bids will be asked for this work, and will be opened Friday night at a special session of the board. The directors were not quite sure as to whether to have a parkway of a foot or two or cement the entire six foot pavement, so contractors must bid on square foot surface.

There was some discussion about the cupboards provided for in rooms of the West Side building, since it seems that the contractor has failed to construct these cupboards, though they are provided for in the contract. There is also a dispute on about the exterior painting; the contractor, George Schenck, having put on a ground coat and a coat of lead oil, while the architect, Harry Altman, says that the two coats provided for in the contract take and mean that there must be two coats of lead and oil. The board will insist on another coat, but will leave it to Mr. Altman to obtain this, either getting the contractor to do it or paying for it himself, because of the mistake in drawing up the contract.

A letter from Bernard O'Connor, lead contractor, was read in which he asked the board to take action toward making Mr. Schenck settle up for the excavation, for which he says \$542 is all due him. It seems that Mr. Schenck furnished Mr. O'Connor some laborers and feels that only \$8 or \$9 is due the excavator. The board felt that this was a matter to be threshed out between the two contractors and took no action.

A new teacher was elected to the position of teacher of algebra in the high school. She is Miss Catherine Trevis of Perryopolis, who has taught five years, three of them in high school in a graduate of Ohio Wesleyan and took post graduate work at the University of Pittsburgh. Miss Fanny Roller, who was chosen for the position, just before the term opened, did not accept, having secured a \$1,200 job in a Detroit normal school. Miss Trevis taught here during the past week.

S. S. Barner appeared before the board to ask that he be considered when the fire insurance for the high school was placed.

Mrs. A. H. Smith of Highland avenue, in a letter, asked for exoneration from school taxes on the grounds that she was a widow who had no children and no school for seven years. The request was referred to the finance committee for investigation.

The contracts of the West Penn Power company for light and heat for the new high school building were presented. They are nine-months contracts, with a minimum charge. For light, Schedule C was proposed, the charge being 8-9 cents, dropping to three cents. This was accepted at once, as it is the same as is held for all other buildings. For power, Schedule K was proposed, this rate being three cents flat, dropping after 3,000 kilowatts are used to two cents, and then to 1.15 cents. This will be looked into before it is signed. The power is needed to run electric motors, which, in turn, keep in motion the fans of the ventilation system.

A raise of from \$24 to \$35 a year for the Bell telephone in the high school office was announced. The Tri-State costs the school only \$18. The directors were uncertain as to whether to sign the new contract or not, feeling that the rate was exorbitant, even though a Bell was really necessary. The matter will be held over until next month's meeting.

The matter of deciding on the salary to pay the new janitors was held over until Friday.

President J. R. Davidson, Directors C. R. Hetzel, J. W. Kistner, W. W. Smith and R. K. Long were present.

Local Soldiers Well.
Michael Kauchak of Pitsburg, who is with the 91st Aerial Squadron, San Antonio, Texas, who is at home on a 10-day furlough, visited here last week at the homes of the Misses King, Prospect street, and J. W. Smith, Sycamore street. Robert King and W. L. Smith are at San Antonio, Texas. He reports they are well and send regards to all their local friends.

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\$1.00 a year in advance.

NEXT CONTINGENT OF MEN FOR DRAFT ARMY LEAVES NEXT SUNDAY

Schedule Calls for Departure of Large
Number From This
Section.

Fayette county Districts 2 and 5, with headquarters in Connelville, will send their third contingents of draftees to Camp Lee on Sunday, according to the schedule of movement which has been issued at Harrisburg. Both of the other contingents have left on Sundays. No. 2 this time will send 50, and No. 5 will send 38.

The movement of the troops in Fayette county will start on Thursday, when District No. 1, Uniontown, will send 61 men to Petersburg. On Saturday, District 3, Brownsville, will send 53; District 4, Masontown, will send 40; No. 6, Republic, will send 52, and No. 7, McClellandtown, will send 43.

On Sunday, these contingents, among others, will leave for camp in addition to those of Fayette 2 and 5; Westmoreland county, No. 6, Mt. Pleasant, 42; Westmoreland county No. 1, Rockwood, 29. Presumably these boys will be on the same train as Connelville.

A schedule received by No. 5 board Monday sets the date of the next draftees' departure for Sunday night, October 7, instead of Wednesday, October 3. This will probably necessitate ordering the conscripted men to report Saturday. Their special is to leave at 6:10, everything permitting. The schedule does not mention No. 2 board, which unofficially advised stated, is to send 50 men on Sunday. This omission is probably due to a clerical error.

The special train will carry 538 men without the quotas of the local boards. The schedule calls for a special to be served the men on the train at this place. The special is due to arrive at Camp Lee at 7 o'clock the following morning. Pittsburgh, Bradock, McKeesport, Mount Pleasant and Scottsdale men will make up the contingent carried on the train.

The board for District No. 5 also received pass cards for all members this morning. These allow members of the boards to pass through any lines.

Notice that a reward of \$50 will be paid anyone who causes a slacker to be apprehended, was also received. If the slacker did not willfully dodge the draft, he will be sent on to the training camp, but if he willfully neglected to answer the summons he will be subject to a court martial as a deserter. In either case, the order reads, the reward will be paid.

**NEXT DRAFTS TO
LEAVE FROM SCOTSDALE**
The third contingent of National Army recruits from Westmoreland County Division No. 7, Scottsdale, when they leave for Camp Lee Sunday, will leave from Scottsdale and not from West Newton, as the other two contingents did. This was the word received yesterday at Scottsdale by Berkey H. Boyd, chairman of the No. 7 exemption board. A telegram was sent by the adjutant general to Dr. J. Q. Robinson, secretary of the board, at West Newton, and he, in turn, sent the orders to Mr. Boyd.

The first two contingents of draftees left from West Newton, where the board's headquarters is located, and in each instance that town gave a tremendous demonstration for them. Last Monday, however, the board visited the adjutant general that there was an insistent demand upon the part of Scottsdale people to have the next contingent entrain there, and that West Newton was willing to share the honors of bidding Godspeed to the boys with Scottsdale.

Forty-five men will leave Scottsdale Sunday afternoon for Camp Lee, Petersburg, Va. The Mount Pleasant contingent will also leave on Sunday.

The green card notices to draftees, calling on them to be ready to report on short notice, were sent out Saturday. The pink cards notifying them of the time and place to appear will be sent them early this week. Every draftee is advised to bring a comfortable pair of shoes with him. He should also provide himself with warm clothing, including an overcoat, because of the cool weather. Any unnecessary clothing can be sent home from Camp Lee, when uniforms are issued.

**CROWLEY WRITES THAT
AUGUSTA IS "TOO SLOW"**

In a letter First Class Private Clifton Crowley, who recently rejoined the Hospital Corps of the Tenth regiment, now the 111th, after completing a training course in a government camp, says that Augusta must be a thousand years old. "Everything is dead," he writes. "It even has Scottsdale beat." He says that Camp Hancock is "the finest place yet."

MAY LEAVE SATURDAY.
A rumor was current this afternoon that No. 2 draftees would leave at 11:30 Saturday night over the Western Maryland railroad, instead of on Sunday with the draftees from other districts.

MRS. LOGAN'S WILL

Requests That Husband Make His
Home With Daughter.

One of the requests made in the will of the late Mrs. Annie J. Logan of Logan's Crossing, Dunbar township, is that "my dear husband Bernard Logan make his home with our daughter, Mrs. Catherine L. Donovan."

Mrs. Donovan is bequeathed all of the family household effects, and Mr. Logan is left the Logan homestead at Logan's Crossing. At his death the property is to be sold and the money distributed equally among Thomas P. Logan, Hugh D. Logan and Mrs. Donovan, all children of the deceased. Edward J. Martin and Lawrence Meegan witnessed the will.

Subscribe for The Weekly Courier.

CAMP LEE "VETS" FRATERNIZE WITH LATEST ARRIVALS

First Draftees Watch "Mike"
Goldsmith Drilling Platoon
of Newcomers.

EXAMINATIONS NOT BEGUN

Newest Contingent of Soldiers Is In-
structed in Rudiments While Await-
ing Physical Tests and Other Pre-
liminaries; Notes of the Camp.

CAMP LEE, PETERSBURG, Va., Sept. 26.—Today was a half holiday for Company 1, 319th Regiment, so some of us took advantage of the opportunity and went down to the lower end of the camp to see the boys that came in with the second contingent. We found them all at work drilling and being instructed in the rudiments of soldiering.

Who do you suppose we saw drilling a platoon of rookies? Nobody but Oliver "Mike" Goldsmith, giving the commands. "Company attention, right-face, left-face, right-about-face, left-about-face, hand salute, etc." And the rookies obeyed as though "Mike" was an old hand at the business. Dave Patterson was also teaching a platoon.

None of them have been examined and they are only temporarily located. About half of them are in the 24th Company, Sixth Training Battalion, Section Two, Department Brigade, Eighty-third Division.

A bunch of the newcomers reciprocated by paying the Company 1 boys a visit tonight, comparing notes and relating old stories.

Tom Courtney wants to know how the price of coal is holding up. He would appreciate some advice along this line.

John Faniello was asked if he lost any weight since coming to Camp Lee. He replied: "No, I gained."

Clark Ralston sends his best wishes to all Connelville friends, and wants to let it be known that the division of the American Army at Camp Lee is safe from the enemy, at least for the time being—while he is here.

Some of the remarks fired at the boys when they landed Monday: "Where did you come from, Jack?" "How long are you in for?" "Have you got the pass word?" "That's a nice bunch of birds for the Kaiser."

At least that's what Bill Dowling and Tom Courtney told us they heard. Down here many of the fellows don't know the time of day or what day of the week it is.

When Orland Leighty hears anything that sounds like a motorcycle or automobile he runs to the main road to get the guy's number, fearing somebody might exceed the speed limit. Leighty acquired a habit he can't get away from while traffic copping on the Leisenring road.

A "cut" from Shaparsburg was at large near the Company 1 barracks yesterday. He was looking for Camp Lee, said he was drafted and came here with the Sixteenth Regiment from Shaparsburg.

There is a young lady in Connelville, it is said, who writes three letters a day to Estlin Rush.

Is it any wonder the volume of mail is becoming so large and the congestion of railroad trains so great?

On the drill field the rookies chase many rabbits out of the brush and stumps. During rest periods the boys amuse themselves by running the cottonballs all over the field. Rabbits are very numerous here.

"Bud" Swartzwelder is answering quite a large amount of correspondence this evening. Bud doesn't like to write letters.

John Brown is trying to make arrangements to board at a farm house where he can get lots of milk, eggs, butter and other things he needs, get in camp. He also says it would relieve the monotony of hanging around the barracks every evening.

The king of idlers' sport here is "African golf." Roll 'em bones!

The Company 1 boys are all enjoying good health and send to their many friends kindest regards.

**BEN MARITTA SENDS
POSTCARD FROM CAMP LEE**

A postcard has been received here from Ben Maritetta, son of Marcus Maritetta, who went to Camp Lee with the second contingent of draftees from this district. The card shows a photograph of the camp, which is nine miles long, and shaped like a horseshoe. The card, sent to Foster Critchfield, contains the message that "in one way the life is all right, and in another way it isn't." Ben gives his address as follows: 24th Company, 6th Training Brigade, Section 2, Department Brigade, 80th Division, Camp Lee, Petersburg, Va.

**HAWKINS BROTHERS GET
NEW ARMY COMMISSIONS**

Major Clyde E. Hawkins and Captain Frank B. Hawkins, sons of the late Colonel Alexander L. Hawkins, commander of the "Fighting Tenth" in the Philippine campaign of 1898, have been commissioned colonel and lieutenant colonel, respectively, in the National Army.

Lieutenant Colonel Frank B. Hawkins, who commanded Company D of Connelville in the Philippines, is assigned to the 363rd United States Infantry at Camp Funston, Riley, Kansas.

Both new army commanders are residents of Washington, Pa.

Steel Dinner Buckets.
Justice T. C. Phelan of South Connelville committed to jail Saturday night two men named Meyer who have been in the habit of stealing other men's dinner buckets in and around South Connelville and at the Baltimore and Ohio yards. Charged with larceny, they were unable to give bail.

FATHER OF THREE SOLDIER BOYS IS ACCIDENT VICTIM

James Montello Dies from Injuries
Suffered at Electric Steel
Mill.

James Montello, 39 years old, well known as a man who has given three step sons to his country for the war, was killed Monday at the mill of the United States Electric Steel company in Herd bottom, where he was employed as a workman, being crushed under a big ingot mold, which toppled over while he was handling it. Three of the boys who survive him are in army camps now. Tony and Michael Grenoldo are with the Pennsylvania troops at Camp Hancock, Augusta, Ga., and Frank Grenoldo is with the National Army men at Camp Lee, Petersburg, Va. Tony Grenoldo is better known as Tony Renocka.

The fatality was the first at the new steel mill. Montello had been shifting an ingot mold, which is about four feet high, and is used to cast the steel as it comes from the furnace, into position for lifting by the huge electric crane. The molten metal is poured from a big ladle into the molds. The mold was at the edge of a slightly raised platform and it suddenly toppled over on to Montello, catching his arms and left leg under it. Both hands and the left leg were crushed to pieces and severed.

Montello was removed to the Cottage State hospital here, and lingered until 6 o'clock this morning. His death was due to shock as much as to the loss of blood, it was stated.

Montello was night watchman at the plant until a short time before the mill began to operate last Saturday, when he took a job inside the mill.

The body of the deceased was removed to Funeral Director J. I. Stader's parlors and prepared for burial. Later it was taken to the Montello home at Wheeler. No arrangements will be made for the funeral until word is received from the stepsons who are in the army. Coroner S. H. Baum of Uniontown was notified of the occurrence.

Montello is remembered here as having been a driver for F. T. Adams for several years. He had lived at Wheeler, however, for some time past. In addition to his widow and the stepsons who are in training camps, he is survived by three stepchildren: Mrs. Mary Bigello, Rose Nicholas, Dominic and Elizabeth Grenoldo.

DECLINE RESIGNATION

Christian Congregation Waxed Rev.
Buckner to Remain.

The members of the congregation of the Christian church refuse to accept the resignation of their pastor, Rev. C. C. Buckner, tendered a week ago yesterday.

At a meeting of the official board held after services Sunday morning, it was unanimously decided to be the sense of that body that the withdrawal of Rev. Buckner at this time would very seriously interfere with the progress of the work of the church and prove permanently detrimental to its best interests. It was also the judgment of the board that Rev. Buckner would be less likely to advance his own interests by change of fields than he would by remaining here.

When apprised of the attitude of the board, Rev. Buckner asked to be allowed to consider the matter until evening. After the evening service he addressed the congregation briefly requesting that his resignation be accepted. A motion to accept was slow in receiving a second and then only in order to bring the question before the congregation for action. After a few remarks by members of the board and others the question was called and it was lost by a unanimous vote.

CARS COLLIDE

S. N. Osborn, Turning Brimstone Cor-
ner Hits Gutbrod Car.

A collision of the cars of S. N. Osborn and Conrad Gutbrod occurred Sunday evening at 6:15 at Brimstone corner. Little damage was done to either car, and no one was injured.

Mr. Gutbrod was driving north on Pittsburg street, and Mr. Osborn was turning from West Crawford into South Pittsburg. According to those who saw the accident, Mr. Osborn was coming at about 15 miles an hour.

Not seeing the other car, he made a wide turn, and was unable to stop until he had crashed into it. Aside from a little damage to the springs of the Gutbrod car, neither machine suffered. Patrolman D. H. Turner was on the corner at the time.

Mr. Gutbrod, formerly of Connelville, but now located in Pittsburgh, had his family and several local friends in his big touring car. Mr. Osborn's car was also filled.

TO PROVIDE SPORT

Athletics Part of Camp Recreation
Program of Knights of Columbus

Athletics are to form an important part of the recreation features being provided at the various army encampments and cantonments by the Knights of Columbus; which is erecting recreation buildings and which with government authorization will to a large share of the work of providing for the social, religious, and recreational wants of Uncle Sam's fighting men.

More than 150 secretaries have been selected, and of these a number are college men who have distinguished themselves in branches of sport. Among these are Charles Dorias, sensational Notre Dame football player, who was All-American quarterback.

Wed in Cumberland.
Joseph Francis Springer of Smith-ton and Ida Mae Condoe of Banning; Robert Russell Brydon, of Scottsdale, and Edith P. New of Roscoe; Lonnie Brewer at Pittsburgh and Mary Monroy of Smithton, were granted licenses to wed in Cumberland.

50 DRAFTED MEN FROM NO. 2 LEAVE SATURDAY NIGHT

Next Quota From Connelville
to Entrain on Western Mary-
land at 11:30 P. M.

OTHERS DEPART SUNDAY

No. 5 Boys and Those From Westmore-
land County Follow Original Plan
of Entraining at Connelville on
Sunday Night; Exemption Waived.

Fifty draftees, comprising 20 per cent of District No. 2's quota, will leave Connelville for Camp Lee over the Western Maryland railroad at 11:30 on Saturday night, instead of at 6:30 Sunday evening when all of the other draftees in this section included in this increment will depart.

Orders were received by the exemption board yesterday afternoon. It was thought that the No. 2 men would leave with those from No. 5 on Sunday night over the Baltimore and Ohio railroad.

The men who leave Saturday night will be called to the armory at 9 o'clock Saturday morning to answer roll call. They will be given their freedom in the afternoon but will remain at the armory at night until the march to the West Side begins.

Although the men do not leave until a late hour, it is likely that hundreds will be at the station to bid them farewell.

Men for District No. 5 will report Sunday morning and will then be released until in the afternoon, when there will be a second roll call read at the armory. This contingent will leave the Baltimore and Ohio station at 6:30 o'clock. There will be 38 in this group.

Andrew Lucas, employed at Leisenring, appeared at the office of No. 5 board this morning and filed a waiver, claiming no exemption. His superintendent had previously filed an exemption claim for him with the Greensburg court of appeals, but he prefers to go to war.

TEACHERS TO MEET

Perry Township Instructors Will
Convene Saturday.

The monthly meeting of the teachers of Perry township will be held in the high school building in Perryopolis October 6 at 2:30 P. M. Reading will be the principal subject for consideration. There will be a round table and a general session following. The round table will be divided into three sections. The first section will be for first, second and third grade work and will be directed by Miss Blanche Murphy. The second section will take up third, fourth and fifth grade work and will be directed by Miss Garret Jones. The third section will be for seventh and eighth grade reading and will be conducted by Milton Carson.

The subjects may be treated under the following divisions: Number of daily recitations, length of recitation, use of dictionary, dictatorial marks, phonics, assignment of lesson, recitation, recitation, pronunciation, accent, emphasis, pitch, force, rate, pauses, expression, interpretation, voice, simile, metaphor, climax. The supervising principal will receive the monthly reports and issue checks at this meeting. Assistant County Superintendent Robinson has visited the schools of Perry township and expressed himself as being highly pleased with the conditions there.

TETANUS FATAL

Victor Vianosh, Hurt in Mine, Dies
From Complications.

Tetanus resulted in the death of Victor Vianosh of Davidson, 16 years old, Monday about 1 o'clock at the Cottage State hospital. Young Vianosh, who was a son of Mr. and Mrs. John Vianosh, was injured a week ago today in the mine of the H. C. Frick Coke company at Davidson. While pulling a pivot wheel he slipped, his left leg being caught between a rope and the wheel. The leg was badly mangled, but it was thought the boy would recover. Yesterday afternoon tetanus developed and caused his death.

The body was removed to Funeral Director J. L. Stader's parlors and prepared for burial. Funeral Wednesday morning from the Holy Trinity church in the West Side, with interment in Holy Trinity cemetery. Deceased at one time was a mail boy for The Courier.

TO ROUND UP SLACKERS

\$50 Reward to Be Given for Arrest of
Draft Laggards.

The seriousness of failure to respond to the notices summoning men into the National Army became more apparent than ever Sunday when Sheriff Thomas L. Howard received notice that a standing reward was offered for the delivery of such men to the nearest army camp. They are classed as military deserters and are subject to court martial.

Lists of those who failed to put in an appearance after being summoned will be posted and a reward of \$50 issued for the detection of any man whose name is included in it. Sheriff Howard's authority to cause the arrest of all military laggards is contained in a notice which has been sent to all local selection boards from draft headquarters in Harrisburg.

Fireman Hurt.
F. R. Horn of Oakdale, Md., a fireman on the Western Maryland railroad, suffered a fractured skull Saturday morning when he jumped from his engine and collided with a switch stand near Confluence. He was taken to the Western Maryland hospital in Cumberland.

REORGANIZATION OF PENNSYLVANIA TROOPS STARTS OCTOBER 10TH

Consolidation of Fighting Forces Is
Disheartening Task
to All.

CAMP HANCOCK, Oct. 3.—It is generally understood about Camp Hancock that the date set for the transfer of the various regiments disbanded in the recent reorganization of the 28th division, is October 10. The disbanded regiments include the Eighteenth. The task of deciding which men should be consolidated into the new fighting forces and which should be shunted to the depot brigade has been a disheartening one, even to staff officers, but especially to the colonels who have suffered the misfortune of losing their commands.

October 10 is the date set for the transfers, because on that date each regiment draws rations, the 1st, 10th, and 20th of each month being ration days. To transfer the regiments at any other date would cause increased work in that rations would also have to be moved.

Rain has played havoc with the tents of the division, of which the Tenth is a part, and Saturday night extra precautions were taken against the storm brewing in southern Alabama. New tent pegs replaced the former ones, and they were secured firmly to the ground.

Monday inaugurated the "third week of intensive training." The work so far has been merely preliminary, and has been entirely along athletic lines. It is thought that during this week more advanced training methods will be employed.

PREDICTS WIDER ROADS

Commissioner O'Neil Urges Planting
of Trees Along Highways.

State Highway Commissioner J. Donny O'Neil has forecasted the finish of the 16-foot road in Pennsylvania. He predicts the construction of wider highways which will have even wider curves.

Mr. O'Neil suggests the observance of Fall Arbor Day by planting heart cherry trees along the roadsides throughout Pennsylvania. A letter has been sent to the engineers and superintendents of the various counties instructing them to get in touch with the care-takers of the state roads and endeavor to interest the residents along the routes in planting trees.

"Too many of our main roads are shaggy ribbons of heat," Mr. O'Neil said. "I would advise, however, that no one plant trees more than a foot outside of the fence line, because eventually, we will be building the roads wider than they are today, and then we do not want to destroy the growing trees. This is particularly true of curves along the road, which are going to be made wider than the main portion of the road."

POLICE RECEIPTS BIG

Fines and Forfeits Collected Sunday
Amount to \$55.

Police court receipts for Sunday morning amounted to \$55.50. Eight prisoners were given hearings, four paying fines, and two getting street sentences. Two others, Ada Jennings, colored, and Ed Rhodes, were given 72 hours each charged with being suspicious characters. Eleven others arrested left forfeits of different amounts.

Four negroes, who paid forfeits, were arrested Saturday for disorderly conduct and fighting in Meadow lane. Left forfeits totaling \$22.50. Mary Sidebottom left a \$5 forfeit. This morning the mayor sentenced two drunks to three days' street work, and two paid fines.

KNOX HOUSTON HOME

Local Boy, Now in Field Artillery,
Gets Five Day Furlough.

Knox Houston, who enlisted in the Coast Artillery last May, is home visiting his parents, Rev. and Mrs. S. B. Houston, on a five day furlough. He has been transferred and is now in the medical department of the Field Artillery, and is located in Watertown, N. Y.

Houston was given five days with the privilege of writing for five more. If he does not receive an answer to his request by tonight, he will leave tomorrow. He is to report at Wednesday noon.

Masontown Progressing.
With the completion of 2,300 feet of brick paving on Saturday, Masontown now has all of her three miles of streets paved. Only the alleys are not improved.

The Grim Reaper

MISS CAROLINE T. KING.

Miss Caroline Theresa King, 28 years old, one of the best known young women of Connelville, died Wednesday at the family residence in South Prospect street. Although in poor health for some time past, Miss King's death was very sudden.

She apparently was in her usual health until just before she died. She arose Wednesday about 6:30 o'clock and came downstairs, making no complaint of feeling ill. Soon after returning to her room she was taken suddenly ill and was dead when a physician arrived. Miss King was born at Dunbar, a daughter of the late Hugh and Elizabeth King. She spent virtually all her life in Connelville, the family moving here from Latrobe a number of years ago. Deceased was a member of the immaculate Conception church, of the Daughters of Isabella and the Young Ladies' Sodality. She was highly esteemed by her wide circle of friends.

Two brothers, John King of Pittsburgh; Robert King of the 90th Aerial squadron, which is supposed to have left San Antonio, Tex., for the East, and

three sisters, Misses May, Winifred and Margaret King, at home, survive. Mrs. King died 14 years ago, and Mr. King's death occurred two years and one month ago today. Miss King was a granddaughter of Mrs. Joseph Solsen of West Crawford avenue.

MRS. ELIZABETH SISKLEY.

Mrs. Elizabeth Siskley, 78 years old, widow of Jas. Siskley, died Wednesday at her home at Perryopolis, following several months' illness. Funeral on Sunday afternoon at 2 o'clock from the family residence with Rev. Mr. Law, pastor of the Methodist Episcopal church of Perryopolis, of which Mrs. Siskley was a member, officiating. Interment in Mount Washington cemetery. Mrs. Siskley's maiden name was Mrs. Elizabeth Hamilton. Her husband died five years ago. The following children survive: John Siskley of Scottsdale; J. Norman Siskley of Connelville; Walter Siskley of Youngstown, O.; Mrs. R. A. Herwick of Elwood City; Mrs. Samuel McCrory of Fayette City and Frank Siskley of Perryopolis.

AARON MOYER.

Aaron Moyer, 50 years old, died yesterday at 5 o'clock at his home at Mount Braddock following a lingering illness. Funeral Sunday afternoon at 1:30 o'clock from the home and at 2 o'clock from the seven day Adventist church at Mount Braddock, of which Mr. Moyer was a member. Mr. Moyer was well known in and about Mount Braddock. He is survived by his widow and four children.

JOHN A. LAMMING.

John A. Laming, 45 years old, a resident of Connelville for three years, died at the home of his daughter, Mrs. Bruce Patterson in Pittsburgh. Interment was made at Johnstown.

ALEXANDER RUSK.

Alexander Rusk, 72 years old, died Tuesday at his home near Farmington. Mr. Rusk was born and reared on

WARTIME VOYAGE ACROSS ATLANTIC FULL OF THRILLS

Bert Howard Tells What Happens When Vessel Doesn't Show Her Ensign.

DESCRIBES STORM AT SEA

Heavy Sea, Fog, Wind and Rain Are Encountered on First Few Days Out. Tells How 11 Merchant Ships, in Convoy Were Protected on Voyage.

A description of the exciting incidents of a voyage across the Atlantic in war times such as is rarely heard of or written, is provided in the diary of Bert Howard, son of Mr. and Mrs. William Howard, of Sycamore street, a seaman on board a U. S. cruiser. The diary is dated "Somewhere on the Atlantic, August 21," and the letter containing it reached his parents not quite a month later. The cruiser started out from New York as the convoy for 11 merchant ships, laden with supplies for the Allies. Bert describes the sailing formation in a diagram similar to the following, the X representing the cruiser:

..... X

His entries from day to day follow: "August 21.—At 4 A. M. we left New York with a convoy of 11 ships to take to the war zone, there to meet another convoy and continue through the danger zone to European port. The sea was calm until 12 A. M., then it got foggy and at 10 P. M. it started to storm. I guess we are in for a big Atlantic which generally lasts about 21 days. Well, it's fierce. We can't see 50 yards ahead.

"August 22.—At 6 A. M. it's still storming as bad as yesterday. We lost one of our ships in the fog and I guess she headed back to New York in the storm.

"August 23.—Still in the storm and rough as ever. The fog still as bad. Joining at 7 1/2 knots, just barely moving along on account of the fog.

"August 24.—Last another ship in the fog. At 5 A. M. it calmed down a little but started up again at 10 P. M., and continued through the night.

"August 25.—Storm still raging. Lost another ship this morning. She had engine trouble and could not keep up. Sighted a vessel this morning and we moved our guns, getting ready for battle, but on coming closer she proved to be nothing but a tramp steamer heading for New York.

"August 26.—At 11 P. M. the fog lifted considerably and it's not so bad at 9 A. M. The sea calmed down and we are having fine weather. At 1 P. M. it's very nice and we are making 10 knots. Had a little rain after 2 P. M. and it has calmed down. Last night was what would call a lover's night, it was so nice and calm and the moon was full.

"August 27.—It is still calm. The sea is like glass. We still have our light ships and everything is doing nicely. This is our sixth day at sea and all is fine so far. I hope it will keep that way for the rest of the trip. Rained a little tonight, but that is all. It is 6 A. M. and everything is the same. All the convoys are in position. We passed a British tramp this morning. At 1 P. M. it started raining and kept it up the rest of the day. Sighted a three-masted sailing schooner at 3 P. M. headed for across.

"August 28.—At 6 A. M. the weather is fine, though pretty warm. At 8, we sighted a ship on the starboard bow. At 10, it closed up with us, and proved to be the— or one of our convoys that dropped out on account of engine trouble. She is now in her position and is steaming along just right. Another one of our ships has engine trouble now and she is out of sight. It is estimated that it will take six hours to fix her up so I guess she will be with us again in a day or so. We passed a floating mine this morning, about 100 feet from us. It was a pretty close call. We fired a six pounder into it and you should have heard the explosion. I guess that if we had hit it we would be going yet.

"August 29.—At 6 A. M. it is the same as yesterday. We sighted a steamer at 7 A. M. headed for New York. This weather is great and I hope it keeps up. It's what we call a sailor's paradise. At 3:30 P. M. we sighted a three-masted sailing vessel going northwest.

"August 30.—At 2:10 A. M. one of our convoys reported that she was on fire. She was carrying munitions, and we thought she would blow up, but the fire was brought under control about 3 A. M. and she is still with us. A little rain last night.

"September 1.—Foggy and big sea is raging. Heavy weather and rain at 7 A. M. The steamer that was on fire started again, turned around and headed for New York. We passed a British scout at 11:50 P. M. and another at 2:30 P. M. We seem to be in for another storm. We changed our uniforms from whites to blues this morning. At 6:45 we sighted what we thought to be a German raider or scout cruiser following our convoy. We left the convoy and started for her at full speed. All gun crews were at their guns and the guns were loaded and we thought sure we were going to have some fun or a battle. At about 3,000 yards we fired a shot across her bow. That meant a stop and hoist her ensign. But she did not stop, and that meant war. Instead of opening fire, however, and giving her a volley we put two six pounder shots through her bow. Not enough to damage her much, but just to let her know that we wanted her either to hoist her ensign or there would be battle. Her ensign went up in a hurry. The flag signified that she was a neutral na-

tion's ship. Her crew was lined up on the bridge. Being a little leary, we circled around her a couple of times, coming closer all the time, until we could make her out. She was a British cable ship and mine layer. She used to be a British scout cruiser and that is the reason we fired. She thought we were a German cruiser and that is why she ran. Good thing she stopped, or she would have been in Davy Jones' locker in about five minutes. There is a heavy sea running and it is getting pretty cold.

"September 2.—High seas and a little colder. All of convoy with us. Rain and fog is our hobby now. It is all we get.

"September 3.—In spite of fog and rain we are still all together. We are going very slowly now, for we are at the dangerous part of our trip. I guess we will turn around tomorrow if everything goes all right.

"September 4.—Eight A. M. A big sea and a heavy swell. It is a fine day, however, with no rain so far. We should be able to see the convoy that is to take the ships the rest of the way pretty soon, but the officers think now that we won't see her today. I hope we don't. I would like to go on with our ship—Met British convoy at 5:15 P. M. and turned over our ships to her. We are now on our way back to the United States. When we turned over our ships. This is our fourteenth day at sea, and we should get back in less time.

"September 5.—It is now 10 A. M. and we are still battling them out. There is a heavy sea and a strong wind. Today being pay day, we are all ready to draw our money, but we have no place to spend it. Just wait until we hit dear old New York, however. Then we will step high, wide and handsome.

"September 6.—We were nearly swamped last night. We were heading into the seas and they were running pretty high, and as we went over one wave, another one came, too quickly, and our forecastle was under 10 feet of water—in other words, submerged.

"September 7.—At 3 A. M. it started to get bad again, and soon it reached its worst this trip. We are just like a cork on the sea now. The sea is running mountain high and we are not allowed on top side, since it would be very easy for us to be washed overboard. We are turning over for 10 knots but still we are going astern, the waves are hitting us so hard. They are so big that they have gone down our stacks already this morning, and it is getting rougher all the time. We get down in a furrow of one of the waves, and all you can see is water on all sides. It looks as if we will be swallowed up any minute.

I tell you we are in an awful fix right now. Really, I can't explain much about it, for words could not tell how rough it is now. It keeps up for a day or two, it will get only by God's help that we will get out of it without going down and making a visit to Davy Jones.

"September 8.—At 2 A. M. it calmed down considerably and at 10 A. M. it is pretty fair weather and a medium sea. Hope it stays this way, for we might get somewhere if it does. We made about 20 miles in 36 hours. Going some, eh?

"September 9.—Calm sea running and a little rain and fog.

"September 10.—This is a great day to be at sea: quiet and just wind enough to make you realize that the old world still exists. It is a little calmer, but there is enough sun to warm things up.

"September 11.—Everything is running smoothly. We are off the Newfoundland banks now and we may get to see land yet before reaching our destination.

"September 12.—Well, the day broke with everything as fine as silk: calm sea, fair weather. We sighted a small boat, a 20 foot cutter, this morning and it looked as if some ship had foundered, with all on board lost, for it was about 150 miles from land and looked as if it had been wrecked a few days ago. It had life belts and a water breaker in it, but was half full of water, due to the storm a few days ago. The boat looked as if it were the small boat of a passenger steamer.

All in all, it was a sight that people at home will never see, and which they cannot realize at all. About 6:15 P. M. we sighted a school of porpoise on the starboard quarter and I would judge that there were millions of them in the school. They travel in a straight course and as far as you could see they were coming. They leap out of the water at intervals of a few seconds, and when a big bunch jumps at once, it certainly makes a pretty sight. They followed the ship until dark and then went off on their journey south. It is getting awfully cold around Newfoundland, so they are starting south for the winter. I have seen lots of them but that was the largest school I have ever seen, and everybody on the boat says the same.

"September 13.—Woke this morning to witness the most glorious sunrise of my life. I have seen some pretty ones at Corinto, but this had them all beat.

"September 14.—A smooth sea and the weather slightly warmer. This is what you call a balmy day. No life at all. Just dead.

"September 15.—This morning being Saturday, we cleaned up for inspection and after inspection, the word was passed to secure everything for a storm. Reports had been received that a hurricane was playing havoc off the coast of Africa. It has not hit us yet, but we are prepared for it, should it come our way. (Later) Well, we have not hit the hurricane yet, and it is now 4 P. M. There is a sea and a little fog. A few jugs will make a lot of difference at sea.

"September 16.—Well, at 3 A. M. we met that storm which I thought we were going to miss. This storm surely merits the name which is given it—hurricane. It is so rough that we cannot cook anything to eat. Worse than the one we were in a few days ago. All we ate for breakfast and dinner was canned goods and bread. It's just our luck, too, for we

expected to get into port this evening, but will be lucky if we get in for a day or two now. We were going to—but at the last minute they changed it to— We have not seen land yet but expect to see it in the morning. I hope we do. How would you feel, after being at sea for almost a month without ever a sight of land? It would seem funny to you. It certainly does to me.

"September 17.—Storm raging and we are now about 60 miles from port. We ought to get in by afternoon at the rate we are going, making 13 knots. Last night was a horrible night. Even to think of it would make lots of people shudder. But to a sailor of the deep it is just an everyday occurrence. We got into at 3:15 P. M. and are laying here now. It is certainly great to be anchored once more after 26 days at sea. It sure was some trip. We rigged for coaling as soon as we dropped the anchor and thought we would come, so I guess we will start about 4 o'clock in the morning. We expect to finish tomorrow and get under way for New York tomorrow night.

"This is just a rough idea of what a trip across in a cruiser is like. Well, this is about all. I guess we will have a real days' liberty in New York. Tell all my friends hello for me, for I will not have time to write."

(FINIS.)

SALVATION ARMY TO APPEAL FOR FUNDS FOR ITS WAR WORK

Would Establish Here in Army Camp Here and Abroad; Connellsville Committee Named.

An appeal will shortly be made for Connellsville's cooperation in a Western Pennsylvania movement for funds to finance the work of the Salvation Army in the American Army cantonments where Western Pennsylvania troops are to be trained, and in the American camps across the seas. The call for funds will be addressed to local people by a committee consisting of Charles F. Hood, E. W. Horner and H. E. Schenck, cashier of the Connellsville National bank. Mr. Schenck will act as treasurer for the local fund.

Connellsville is one of the 10 Western Pennsylvania cities outside Pittsburgh that is cooperating in this movement, which is headed by a general committee of four. On the general committee—the Western Pennsylvania council on war camp fund—are Senators W. E. Crow, George E. Altshuler of Pittsburgh; J. Denny O'Neill of McKeesport; and Mrs. John F. Steel of Pittsburgh. The 10 cities thus far organized in the movement are Connellsville, Altoona, Butler, Greensburg, Johnstown, Monaca, New Castle, New Kensington, Uniontown and Washington. A local banker is named in each community as treasurer.

The United States committee is composed of Senator Crow, Earl S. Arford and R. J. Arnett. The Johnstown committee is headed by Mayor Louis Frank; that at Washington, by John W. Bennett; that at Altoona, by Judge Thomas J. Baldrige.

About \$120,000 is to be raised in the present fund, of which Pittsburgh is expected to secure \$60,000 and each of the six counties represented \$10,000. The plan proposed contemplates the establishment of Salvation Army huts in the communities that have sprung up outside the new cantonments of the National Army, these buildings to include a meeting place, a reading room and a refreshment stand. "These establishments will not seek to duplicate the facilities for religious and moral helpfulness within the camps under Y. M. C. A. auspices, but will be primarily rescue headquarters for the headstrong boy who seeks his relaxation in sin outside the camp; the derelict soldier and the dangerous camp follower," says a statement issued by the committee.

WANT SAME WAGES

Women in War Service May Get Same as Men.

HARRISBURG, Sept. 28.—Women engaged in war industrial service should be paid wages equal to those given men employed in the same service. This stand was taken today by the Industrial Board of the State Department of Labor and Industry, in adopting the following resolution presented by Mrs. Samuel Semple of Titusville, the only woman member of the board:

"The board strongly recommends to persons or organizations taking women into their employment in the place of men that they look upon it as a patriotic service that the wage to men for the same service. The board calls to the attention of the employers the fact that it is the service of the women that will enable them to maintain their industries; and also the fact that many of these women, because of the military service required of the men of their families, are now compelled to assume self support and also—in many instances—the support of dependents. The board urges the belief that the patriotic devotion of employees and of employers should go hand in hand."

SEND BOOT-BEER.

Critchfield and Harden Express Came to Hospital Corps Boys.

Fifty bottles of root beer were sent to the boys of the 11th, formerly the 10th, Hospital Corps yesterday by Foster Critchfield. Mr. Critchfield packed the bottles in a big box and expressed it to Camp Hancock. D. Harden, who runs the old Dean bottling works, donated the root beer and the bottles.

The donation followed a message home from Dewey Miller in which he said that pop was being sold for 75 cents a bottle in Augusta.

Subscribe for The Weekly Courier, \$2.00 a year in advance.

LOTS OF CHANCES FOR ADVANCEMENT IN THE U. S. NAVY

Starting at Bottom, Recruit Can Attain Promotion and More Pay.

LONG SERVICE REWARDED

Retirement Into Reserve Brings With It Annual Retainer; Younger Recruits Have Opportunity to Secure Appointment to U. S. Naval School.

NEW YORK, Sept. 28.—The United States Navy offers more opportunities to the enlisted man and gives better pay both for active service and in retirement than any other branch of the armed forces of the government.

Starting at the very beginning it is possible for a young man, by work and study, to have continuous and frequent advancement with increase of pay. To his base pay there is always extra pay for special duties and with each enlistment his pay is also increased. As an instance of this, a young man enlisting in the Navy receives now the following pay: Apprentice seaman, \$22.50 a month; seaman, \$28.40 a month; and from this he may become a petty officer, receiving a present war pay of \$11.00 for third class, \$46.50 for second class, and \$52.00 for first class. Rising to a chief petty officer, his present war pay is from \$61.00 to \$85.00, depending on his class of skill.

The next higher grade is that of warrant officer which is a life position, attainable only by promotion from enlisted grades. The pay of a warrant officer is \$1,500 to \$2,400 a year, depending upon length of service with benefits of retirement at 61 years of age on three quarters pay, or at any time before \$4 for disability incurred in line of duty. The warrant officer's grade is composed of boatswain, gunner, carpenter, machinist, pharmacist, or pay clerk.

Warrant officers have a still higher step in that they are commissioned as chief warrant officers in their various grades, with rank of ensign, after six years of service as boatswain, gunner, carpenter, machinist, pharmacist, or pay clerk. After six years' further service from date of commission they receive the pay and allowances of a lieutenant junior grade in the Navy; and after 12 years' service from date of commission they receive the pay and allowance of a lieutenant in the Navy.

The advancement which is open to ambitious young men who enlist in the Navy is not limited to the grade of warrant officer. There are several avenues open for promotion to commission, for example: A boatswain, gunner or machinist, or a chief boatswain, chief gunner or chief machinist, who has been in his grade four years and is under 35 years of age, may enter the examination for appointment as ensign; this examination is held every year, appointments being limited to 12 annually. A man who wins a commission in this manner is entitled to the same pay, privileges, honors and opportunities for further advancement as are open for officers who are graduates of the Naval academy.

Pay clerks and chief pay clerks under 35 years of age may take the examination for appointment as assistant paymaster in the Navy. This examination is usually held each year and is competitive.

The law provides for the appointment each year of 100 enlisted men to the Naval academy, the requirements being that the applicant must pass a competitive examination, must be under 20 years of age at the time of appointment, and must have been in the Navy at least one year at date of entrance to the Naval academy. Examinations for entrance to the Naval academy are conducted on board all ships and stations wherever there are applicants. In order to give young men a chance to prepare for this examination, classes are formed at all the training stations (and on board ships), with special instructors, and the free use of the necessary textbooks. The candidates who have the highest standing on the examination, and have successfully passed the physical examination, enter the Naval academy on August 15th, and are admitted on exactly the same terms as midshipmen who are nominated by members of Congress, and, upon graduation, receive commissions in the Navy.

Returning from the service as chief petty officers of any class may enter the reserve force when he receives an annual retainer. Should he be called into active service he is then paid in addition to his retainer, the base pay of the regular Navy for active duty and if on recruiting duty he will receive \$2.00 a day or \$50.00 a month for subsistence. The following schedule will show what a man will receive after retirement into the reserves. After four years of service he will receive \$62.50 a year if he goes into the Reserve force four months after his discharge. If he waits over that time his retainer will be \$50.00.

After eight years service, the retainer is \$90, if after four months of discharge, and \$75 after that. For 12 years service \$125 yearly retainer if after four months of discharge and \$100 after that.

Reaching 16 years of active service, a chief petty officer of active grade will receive one-third of the base pay plus all permanent additions, amounting to \$20 to \$25, and averaging a monthly income of \$48. If he has served 20 years this amount will average \$65 monthly.

If called back into the regular service this man will then receive the

regular pay of his class plus his retainer pay and if on recruiting duty \$2.00 a day for subsistence. For instance, a chief petty officer drawing a regular pay of \$95 monthly would receive \$45 retainer and \$60 subsistence allowance, making a total of \$202.

If this man had retired after 20 years and was called back, he could draw \$65 retainer, \$105 regular and \$50 subsistence, making a total of \$320, which is more than a junior lieutenant's pay and nearly equal to that of a full lieutenant or a captain in the Army.

TEACHER ARRESTED

Rockwood Man Charged With Failing to Register.

ROCKWOOD, Sept. 27.—Because his age was erroneously recorded at the time of his marriage, Prof. Homer W. Hay, principal of the Fernside public schools, was arrested and taken before United States Attorney James, charged with having failed to register under the draft law. He was released under \$1,000 bail.

Prof. Hay is a son of Mrs. Hannah Hay of Rockwood, and was born and raised in this vicinity. Many years ago the Hay homestead just east of town was destroyed by fire and with it burned all family records. An account in one of the daily papers following the arrest stated that Prof. Hay had admitted that he was not positive of his age. It is said that in applying for a marriage license he gave the year of his birth as 1886, and also gave such date at the time of registering to vote. However, in Pittsburgh, Prof. Hay produced letters and affidavits from his mother to prove that he was above the age limit specified in the selective draft law. Prof. and Mrs. Hay spent Saturday and Sunday with relatives in Rockwood, and while he is optimistic regarding the outcome, it is apparent that those who are responsible for the mixup will cause him a lot of trouble before the matter is finally disposed of.

KEARNS-KOEHLER

Calumet Church Scene of an Elaborate Wedding.

Saint Stanislaus Catholic church at Calumet was the scene of an unusually pretty wedding Thursday morning when Miss Catherine Kearns, daughter of Mrs. Ellen Kearns, proprietress of the Rumbough hotel at Mammoth, was united in marriage to Frank Koehler, Sr. of Mount Pleasant. Nuptial high mass was celebrated by Rev. Father A. Supenski. The church choir was augmented by Matt Kearns of Greensburg and Edward Linney of Leeserburg. The bride, who was given in marriage by her brother, Thomas Kearns of Mammoth, wore a handsome gown of white georgette crepe and satin, trimmed with exquisite lace. Her train veil was held in place with valley lilies. She carried white roses. The bridegroom's gift was a handsome leather set with diamonds. The bride presented the bridegroom with gold links set with diamonds. Miss Sarah Kearns, the bride's maid of honor, appeared in a gown of pink georgette crepe and satin and a black hat trimmed with pink silk. She carried Ophelia roses. John Boning of Mount Pleasant, was best man.

The bride taught in the Mount Pleasant township schools and was widely and favorably known throughout the township. The bridegroom, who has been in his grade four years and is under 35 years of age, may enter the examination for appointment as ensign; this examination is held every year, appointments being limited to 12 annually. A man who wins a commission in this manner is entitled to the same pay, privileges, honors and opportunities for further advancement as are open for officers who are graduates of the Naval academy.

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JEWS GIVE \$850

Special Collection Taken for Benefit of War Sufferers.

In a collection made yesterday among the Jewish people of Connellsville as they were assembled in their temple here, \$850 was raised for relief for Jewish war sufferers in Europe. This \$850 becomes part of a fund, already immense, for Jewish relief. Weekly collections, special entertainments and special contributions have brought large sums of money which have been sent to the New York headquarters of the Jewish Relief association and from there to Europe.

Wednesday's appeal for money came at 1 o'clock in the afternoon. There was a ready response. J. Rosenblum made the collection, and within a short time \$850 had been raised.

GET APPOINTMENTS

City Teachers May Accept Government Positions.

Five city school teachers have received appointments under the civil service in various departments of the government at Washington and if they accept and relinquish their positions here the city school system will be seriously interfered with. The appointments are Miss Anna Horner, Mae Trainor, Beulah Gilmore, Myrtle McDowell and Daisy Trump.

Many school teachers took civil service examinations during the summer, attracted by high salaries paid by the government. Announcements of appointments are just now being received. There are a number of others who may have received similar notification of appointment but who could not be reached this afternoon.

McKay—Work. Miss Elizabeth McKay of Snook, and Emerson Work of Upper Middletown, were married Tuesday morning at the parsonage of the Pleasant View Presbyterian church by Rev. M. P. Steel. The bride is a daughter of Mr. and Mrs. Ellsworth McKay.

Buys Bull Property. Mrs. K. M. Snyder has purchased the Bull property on East Fairview avenue from William Dull. Mrs. Snyder has occupied the place for some years.

ACCOUNT KEEPING FOR THE RED CROSS MUCH SIMPLIFIED

Chapters Now Report to Divisional Headquarters Not to National.

WASHINGTON, Sept. 28.—The American Red Cross has completed plans for securing frequent standardized reports from all of its 2,600 chapters as to their financial transactions and membership.

Under the new system of decentralized administration recently adopted under the direction of Harvey D. Gibson, general manager of the Red Cross the chapters will report in detail every month to the thirteen division headquarters, who in turn will summarize the records of their respective divisions and report to national headquarters. All of the work formerly handled by the bureau of membership at Washington will now be divided between these thirteen division headquarters, at each of which a prominent business man, volunteering his services, is in charge.

A uniform system of chapter accounting has been devised by the bureau of standards, headed by Frederick P. Small, assistant to the president of the American Express company. While chapters which have already in operation a satisfactory system of accounting will not be required to adopt the new method, which is a simplified form of double-entry book-keeping especially adapted to Red Cross activities, all financial reports will hereafter be made on standardized forms which will be furnished to the chapters.

All chapter accounts are audited by the chapter's own auditing committee, and ultimately all Red Cross accounts are audited by the War Department. Money received in payment of war fund pledges will be sent directly to National Headquarters as heretofore, where a staff of experts loaned to the Red Cross by the Central Trust company of New York is constantly at work on war fund collections.

A considerable saving in book-keeping will be effected by the decision to localize membership lists at chapter offices. Only summarized reports will be kept at division and national headquarters, and provision has been made for prompt correction of the mailing lists of the Red Cross magazine, which is sent to members whose subscription amounts to two dollars or more.

Much time will be saved by putting division headquarters, instead of national headquarters at Washington, in charge of the routine, necessarily involved in handling the records of the membership, which recently passed the 4,000,000 mark.

HACKNEY NOMINATED BY REPUBLICANS FOR JURY COMMISSIONER

Official Figures Show Him Winner Over Wallis; Fleisher Runs Third.

Official figures on the common pleas and orphans' court, judgeship rights, and on the jury commissioner, and director of the poor contests on both sides were announced Wednesday. The official returns show George A. Hackney, the Republican nominee for jury commissioner, having nosed out his nearest opponent, Robert Port Wallis, by 155 votes. William H. Rankin and Andrew L. Glover had decisive majorities for director of the poor nominations on the Republican ticket.

David E. Miner and Austin B. Kern are the Democratic nominees for director of the poor and James G. Crossland easily won out for the Democratic nomination for jury commissioner.

The majority accorded Judge J. Q. Van Swearingen was 6,114, and the majority given Judge J. C. Work was 2,553. The official returns:

COMMON PLEAS JUDGE.
James R. Gray 5,348
J. Q. Van Swearingen 12,463
OFFICIALS' COURT JUDGE.
H. S. Dumbauld 7,826
J. C. Work 10,496
DIRECTOR OF THE POOR—REPUBLICAN TICKET.
Ernestus O. Blair 1,721
R. P. Clifton 1,186
Marshall Deane 3,346
Andrew L. Glover 1,125
Holloway F. Osborne 1,244
David M. Parkhill 2,412
William H. Rankin 2,171
Grant Raymond 1,047
JURY COMMISSIONER—REPUBLICAN TICKET.
Ray F. Fleisher 1,655
Lindsay E. Fleisher 1,116
George A. Hackney 3,071
Solomon J. Hensmaker 421
William G. Miner 225
Jesse M. Stewart 956
Robert P. Wallis 1,522
DIRECTOR OF THE POOR—DEMOCRATIC TICKET.
Charles N. Rometter 1,232
Austin B. Kern 2,734
Solomon J. Miller 1,436
David E. Miner 5,549
JURY COMMISSIONER—DEMOCRATIC TICKET.
James G. Crossland 1,299
Frank Harford 828
Thomas N. Matthews 828
William McDowell 893
Walter A. Perry 216
James M. Rhodes 862
Thomas S. Woods 895

Red ants are very numerous here and George Broad awoke one morning to find that the bottom of his chest was full of them. Broad was puzzled and when Bill Martray told him to sprinkle sugar on the bottom of the chest, Broad thanked him for the information and immediately did so. Broad awoke the next morning and found his chest out on the company street. It has been carried off by the ants which came from all parts of the camp to get the sugar.

CALLS REV. RUSSELL

Nephew of Rev. J. L. Prouditt Sought by Laurel Hill Church.

Rev. William Prouditt Russell of Ontario, O., a nephew of Rev. J. L. Prouditt, has been extended a call to be pastor of the Laurel Hill Presbyterian church and its two churches at Bethlehem and Phillips, by the congregation, which has been without a pastor since the retirement of Rev. John Bryce Reed.

Rev. Russell has already delivered two sermons to the congregations and his chapel. He was graduated from the Washington & Jefferson college, Rev. Paul Elliot of Smithfield, and Attorney J. Espey Steward of Uniontown, being among his classmates.

Rev. Russell preached in the First Presbyterian church here last Sunday night.

Advertisements in The Weekly Courier.

TENTH BOYS EAGER TO DO THEIR BEST FOR GEN. COULTER

Former Commander Reviews Regiment and Finds It in Splendid Shape.

HEAVY RAIN HITS CAMP

Downpour Lasts From 4 A. M. to 2 P. M. But No Moisture is Visible an Hour After Rain Ceases; Regimental Hospital for Tenth Under Way.

CAMP HANCOCK, Sept. 22.—Brigadier General Richard Coulter, former commander of the Tenth, and now in charge of a large body of men in the National Army located at Charlotte, N. C., arrived here and reviewed his old command this evening. General Coulter was scheduled to review the Tenth at 2 o'clock but owing to some delay in his arrival, it was postponed. At 5 o'clock General Coulter having arrived, the troops moved to the parade ground. Every man and organization in the regiment left nothing undone that would help make the affair a success. All the old men who knew General Coulter while he was connected with the Tenth, never hesitate to praise him and in this way the new men have become acquainted with him even though most of them have never seen him.

The boys never made a better appearance that that of today. They seemed proud to have the privilege of being reviewed by General Coulter. The whole camp and a large number of people from Augusta were present, and all with one accord said it was the best that they had ever seen. After a short look around camp General Coulter departed, but not before expressing his appreciation, and commending the Tenth in general on its excellent appearance.

The usual Saturday morning inspection was held this morning. Colonel Coulter being in charge. Everything went off well and after a short drill the boys were dismissed for the day.

WHAT OF WINTER? IS THE QUESTION IN COAL TRADE

Most Serious Situation Now
Confronts the Coal
Consumers.

ACUTE SHORTAGE IS SURE

The Government's Remedial Measures
Have Decreased Production With-
out Improving Car Supply, Trans-
portation or Labor Conditions.

The country is on the threshold of winter, and facing the most serious conditions in coal production and supply in its history, says the American Coal Journal. Price fixing agitation, prompted by large consuming interests as a camouflage to fill their own bins has served to drive the domestic trade from the market in the summer in the delusion that through government action coal would later be more plentiful and prices brought down to lower levels.

The prices are down but arbitrary action, and the first effect of which is to decrease production. Thousands of households are faced with cold weather with little or no coal in their basements. These people must have coal as a preventative of epidemics of sickness. Office buildings, stores and hotels must have coal for heating purposes.

Production statistics for the summer show that the output of the mines has been approximately 75 per cent of the demand for coal. Winter weather will not only increase the demand, but will lower the production largely because of decreasing rail facilities.

Factories are also seeking coal, and many of them are entering the winter with supplies sufficient to maintain them for only a short time. Industries point to many towns and cities being confronted this winter with the option of cold residences and homes, or closed factories and unemployed people.

Strikes from trivial causes are closing mines for days in succession and higher wage agitation hampers production in every field. The prospect of idle people this winter because of steam coal shortage still neither labor or union heads, nor awakens the lethargy of government authorities.

Remedial measures by the Washington powers who have assumed authority in this situation are confined solely to price fixing activities, the direct result of which so far is to decrease production. Attention is being given to neither car shortage, all facilities nor labor conditions.

The coal producers in all likelihood will receive the full brunt of criticism and condemnation for the condition immediately ahead. Recrimination and acrimony will be heaped upon them, with threats, investigations, possibly grand jury inquiries, and frenzied appeals to Washington.

But the government by Congressional action is drafting men into the army, but hesitates to interfere with decreasing labor efficiency in the coal mines.

The government is exercising "war powers" in designating maximum coal prices, but declines authority to fix meat and other food prices, and puts forward the rural vote grabbing expedient of a minimum price on certain grades of wheat.

Governmental bodies assert authority to seize coal mines, but the government fails to assert the right to close coal burning factories producing luxuries, and articles not necessary in households, or in the production of the war.

Government agencies distribute coal cars to induce under priority shipment orders, but declines to forbid the diversion of coal cars to the movement of road building materials, automobiles and similar freight traffic.

Members of one state council of defense in the mid-west are boasting of their readiness to take advantage of a coal stringency this winter for transposed attacks upon the coal industry.

The coal industry has two immediate channels of relief. One is in the promotion of a national association to complete organization as soon as possible, and founded on the high aims and broad purposes of societies like the United States Chamber of Commerce, the American Bankers Association and the National Organization of Railway Executives.

The other channel is publicity—the presentation to the people through the newspapers of the country, of the coal and steel facts and figures relating to the production of coal, the handling of the same, the movement of coal, and the labor and cost problems which the producers are facing.

ORDER COAL SHIPPED.

Government Reported Varying Opinions
as to Supply Plans at \$2 Price.

The government, in order to assure adequate supplies so far as possible to steel and other plants engaged to war contracts, is ordering coal producers to make prompt shipments of fuel to these plants at \$2, mines, according to reports.

The condition of mills with regard to coal supplies is becoming alarming, and a number of them in the Pittsburgh and other districts are reported to be on the verge of closing down, unless their coal supplies are replenished at once. The government evidently alive to the situation, is taking vigorous steps to overcome it.

Car Orders Held Back.

Because of inability to obtain steel the railroads are not placing additional orders for freight cars, and the government is not pushing its recent inquiry for 10,000 more for use in France.

LAKE ORE AND COAL DECREASE

In Movement to and from Interior
Points, One Interfering With
the Other.

Showing a decrease of 129,094 tons or 9.7 per cent over the previous week, 1,016,396 tons of ore were moved the week ended September 22 from Lake Erie ports to interior furnaces, says the Cleveland Daily Iron Trade. For the same week a total of 1,090,721 tons of coal were delivered to boats at those ports. The tonnage of coal loaded was a decrease of 88,549, or 7.5 per cent over the previous week.

This is taken to indicate that the effect of the priority order intended to stimulate the movement of lake coal, seemingly has disappeared or was offset as the result of price fixing and the overloading of lines reaching the ports of Toledo and Sandusky, O., resulting in embargoes being declared and a halting of shipments. Moreover, the railroads report labor conditions are unsatisfactory.

Up to September 22, there had been loaded 18,479,287 tons out of a total of 29,040,000 tons of coal to be delivered to the boats this year, leaving 10,560,713 tons to be loaded in the 10 weeks remaining after the date mentioned. Since the opening of navigation, 21,199,321 tons of ore have been moved out of 30,000,000 tons, which it is estimated must be shipped in cars before the navigation season ends. This left 8,800,679 tons to be moved during the 10 weeks remaining.

Dependence had been placed upon an increase of lake coal shipments to take care of the ore, but unless improvement is made in this respect, it will be necessary to transport empty cars to lake ports, a difficult and expensive operation under present congested conditions.

Difficulty met in moving cars has resulted in a decrease in the car supply both at the mines and the coke ovens, and a number of the furnaces of the United States Steel Corporation are banked or out of blast for want of coke.

DOUBTFUL POINTS IN COKE PRICE PLAN TO BE CLEARED SOON

Continued From Page One.

details necessary to apply the government price. The formation of a brokers' association is said to be contemplated.

In his formal announcement to the coke trade of the United States of the fixing of the price of coke Roy A. Rainey, chairman of the Coke Committee of the Committee on Coal Production of the Council of National Defense, has made the following statement, urging the fullest cooperation by coke producers and their strict adherence to the regulatory plans of the government:

"The price of furnace coke fixed by the President, viz: \$6.00 per net ton, basis Connellsville, after conference with the War Industries Board, while not as high as the operators may feel entitled to receive, is nevertheless a price sufficiently high under present conditions to stimulate the industry by removing the uncertainty heretofore existing in connection with governmental price fixing. The fair and broad minded attitude shown by the President and the War Industries Board in dealing with this question is an assurance that the coke operator need not have any fear of governmental action detrimental to the industry and undoubtedly every effort will be made not only to maintain, but if possible to increase coke production in order to do our part in accomplishing the speedy and successful termination of the war.

"All coke which has been selling on the spot market at prices more than double that fixed by the President, must now be available at the new price in order to maintain the present rate of steel production, and the government expects you to give your hearty co-operation in every possible manner to accomplish this objective.

"It is, of course, understood that the President's order prohibits sales of either spot furnace coke or new contracts for furnace coke at over \$6.00 per net ton, Connellsville, on and after September 24, 1917, and too much stress cannot be laid on the advisability of strictly adhering to the spirit of governmental action.

"The coke industry may rest assured that its efforts to co-operate with the government in maintaining and increasing production will receive due recognition in case further readjustments are deemed necessary."

OPERATORS LACK MEN.

Also Need Transportation and \$2 Price, They Tell Manufacturers.

Lack of man power and lack of transportation have reduced the coal output. Operators told the manufacturers in the Cleveland district that they need more men and cars, and a \$2 a ton price.

The operators say they can't hold the miners in competition with the steel mills, which pay much higher wages. Higher wages could be paid if the government allowed a higher market price for coal.

Coal Interest Sold.

J. R. Barron of Rockwood has disposed of his interest in the Perro Coal company to Dr. E. F. Hemminger of Moversdale. Mr. Barron, with Dr. C. J. Hemminger of Rockwood, organized the Perro Coal company several months ago. The company purchased the mineral underlying the farm of W. S. Younk in Black Township, \$10,000 being paid for a tract of about 100 acres. Through the purchase of the interest of Mr. Barron the entire holdings of the company are now in the hands of Dr. Hemminger.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.	ORIGINATING DISTRICT.			
	Connellsville	Wormland	G'burg	Lafayette
Rate per Gross Ton of 2,240 lbs.				
Baltimore, Md.	2.15	2.00	1.80	1.75
Chester, Pa.	2.15	2.00	1.80	1.75
Harrisburg, Pa.	2.15	2.00	1.80	1.75
Johnstown, Pa.	2.15	2.00	1.80	1.75
Lebanon, Pa., P. R. R. and P. & R.	2.05	1.90	1.70	1.65
New York, N. Y. (St. N.Y.)	2.40	2.25	2.05	2.00
New York, N. Y. (Bklyn.)	2.50	2.35	2.15	2.10
Philadelphia	2.15	2.00	1.80	1.75
Sparrows Point	2.15	2.00	1.80	1.75
Stamton, Pa.	2.15	2.00	1.80	1.75
South Bethlehem, Pa.	2.15	2.00	1.80	1.75
Syracuse, N. Y.	2.30	2.15	1.95	1.90

TO ATLANTIC PORTS via P. R. R.	ORIGINATING DISTRICT.			
	Connellsville	Wormland	G'burg	Lafayette
Rate per Net Ton of 2,000 lbs.				
Greenwich, Conn.	1.90	1.75	1.60	1.55
Greenwich, export	1.70	1.55	1.40	1.35
South Amboy, F. O. B.	2.05	1.90	1.75	1.65
Hartford, Conn.	2.10	1.95	1.80	1.70
Greenwich, local	2.10	1.95	1.80	1.70
Canton, Balto., local	1.90	1.75	1.60	1.50
Canton, Balto., export	1.65	1.45	1.30	1.25

The rate from the Fairmont District to Johnstown is 75c; Monongahela Railway to state line, 55c; below state line to Fairmont, 55c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

TO WESTERN PORTS.	ORIGINATING DISTRICT.			
	Connellsville	Wormland	G'burg	Lafayette
Rate per Net Ton of 2,000 lbs.				
Canton, O.	2.10	1.95	1.80	1.75
Chicago, Ill.	2.05	1.90	1.75	1.70
Cleveland, O.	1.15	1.05	0.95	0.90
Columbus, O.	1.15	1.05	0.95	0.90
Detroit, Mich.	1.40	1.30	1.20	1.15
Indiana Harbor, Ind.	2.05	1.95	1.85	1.80
Toledo, O.	1.25	1.15	1.05	1.00
Youngstown, O.	.85	.80	.75	.70
Lake Ports	.90	.85	.80	.75

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to and including Brownsville and Braxton on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad; and eastward to Dickerson Run and southward to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Braxton and Braxton on the Pittsburgh, Virginia & Charleston railroad; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



RETAIL COAL PRICE PLAN ANNOUNCED, EFFECTIVE OCT. 1

Prices Are to Be Limited to 30
Per Cent Over Margins
For 1915.

MUST FILE STATEMENTS

Fraud in Such Declarations of Prices
Will Be Vigorously Prosecuted;
Special Provisions For Dealers Who
Were Not in Coal Business in 1915.

WASHINGTON, Oct. 1.—Fuel Administrator Garfield last night made public the plan under which the prices of anthracite and bituminous coal and coke to the consumer are to be fixed and sounded a warning that stern penalties would be imposed in the event of fraud on the part of any dealer.

The general plan is to permit dealers to add to their retail margins for the year 1915, when industry was in a more normal condition, 30 per cent if the total arrived at by this process does not exceed the retail margin for July, 1917. Sworn statements concerning such margins must be submitted.

These margins are defined by Fuel Administrator Garfield as: "The difference between the price charged by retail coal or coke dealers to consumers and the average cost of coal or coke to such retailer free on board railroad cars at his railroad siding, yard, pocket or trestle, when such coal or coke is received by him by rail." Fraud in statements of this kind will be vigorously prosecuted by the government.

Special provisions are made for price-fixing by dealers who were not in business in 1915. Mr. Garfield will endeavor to work out this scheme in co-operation with state fuel administrators and local committees which will be named. Where a bona fide contract is now in force between distributors and consumers, the regulations announced today will not apply.

These new scales are subject to revision, but the fact that Dr. Garfield had granted substantial increases in these outlying districts was hailed with enthusiasm by the larger operators of bituminous coal, who saw in it the first step to a general increase in prices of from 30 to 50 cents a ton. An increase of about that amount, it has been held, would be necessary to meet the demand for wage increases.

The text of the order fixing the margin says: "On and after October 1, 1917, in making prices and margins, the retail gross margin added by any retail dealer to the average cost of any size or grade of coal or coke for each class of business shall not exceed the average gross margin added

by such dealers for the same size or grade for each class of business during the calendar year 1915, plus 30 per cent of the retail gross margin for the calendar year 1917; provided, however, that the retail gross margin added by any retail dealer shall in no case exceed the average added by such dealer for the same size and class of business during July, 1917. By this order, retailers are required to fix a retail gross margin which may be less than, but shall not in any instance exceed, the margin added by them in 1915, plus 30 per cent thereof."

BEGIN TO FEEL COAL SHORTAGE

Cities and Towns in Ohio and West
Virginia Already Confronted
With Alarming Conditions.

Huntingdon, West Virginia, although in the heart of one of the richest coal belts in the world, is confronted with the worst coal famine the city has ever known. So serious has the situation become that Mayor Sehon appealed to Governor Corwain for advice in regard to the city's right to commandeer coal being shipped in interstate commerce.

Coal dealers say it is the inability to get coal and not the price that is causing the famine. They assert that coal producers will not sell their coal saying all their production is sold and being shipped to lake ports.

Fuel shortage at Youngstown, O., has reached a critical stage. Two blast furnaces of the Carnegie Steel company are idle as a result of the shortage. Pupils in the high school shivered because there was no heat.

An alarming condition confronts Cincinnati, where there are less than 60,000 tons of coal in the entire market and the consumption is estimated at over 10,000 tons daily. No coal is being shipped to Cincinnati, due to the priority order which forces all coal from West Virginia and Kentucky to be shipped through Cincinnati to the Northwest.

PRaises Courier.

Coal and Coke Men Like This Paper's "Discretion."

One of the most experienced and best posted coal and coke men of Connellsville, who is interested in a number of coal operations which are affected by the recent ruling of the Fuel Administration respecting a charge for hauling by the team track operators, paid The Courier a noteworthy compliment this morning when saying:

"The explanation which The Courier gave, both in its news and editorial columns, of the ruling of the Fuel Administration, is the clearest and most comprehensive treatment of the subject that has yet been made."

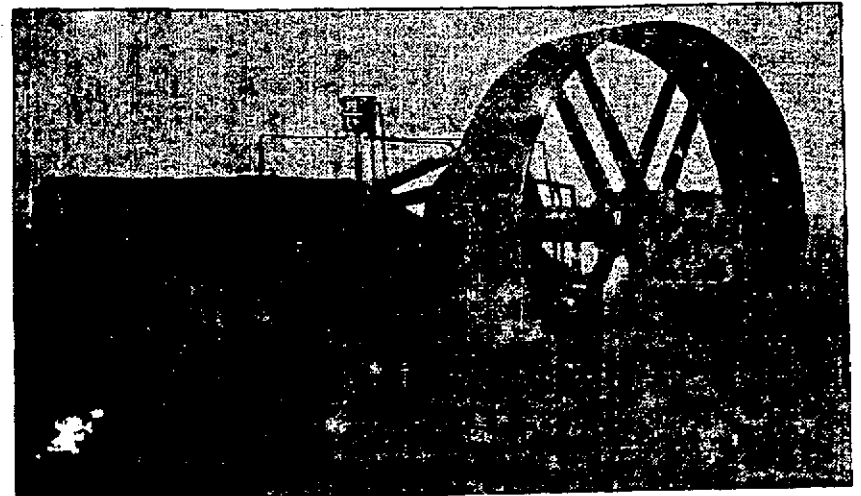
Bury 80 Acres of Coal.

The Irwin Valley Gas Coal company of Connellsville has purchased 80 acres of Pittsburgh coal in North Huntingdon township, Westmoreland county for \$19,000.

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is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$2.00 a year, payable in advance.

Address, The Courier Company Connellsville, Pa.

SIX DIE AT GARY

Accident to Men Cleaning Clogged
Blast Indirectly Due to Strike.

GARY, Ind., Sept. 29.—Six men met death in the plant of the United States Steel Corporation here today as an indirect result of the strike of switchmen in the local yards of the Chicago, Joint & Eastern railway.

Because of the strike, there has been a shortage of material in the mill and as a result, one of the blast furnaces became clogged. Emory Padgett, a foreman, took eight men into the furnace to clean it. A gas valve gave way and Padgett and five workmen were asphyxiated. It is thought one of the workmen struck the valve accidentally and that it broke under the blow.

Exemption Refused.

The claim of Alvah C. Dinkley, Jr., son of Alvah C. Dinkley, president of the Midvale Steel company for exemption from draft on the ground that he is engaged in an industry, has been refused.

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Oliver & Snyder Steel Co., Plants 1, 2 and 3..... 1,100	Cascade Coal & Coke Co., Tyler and Sykesville Wks. 600
Austin Coal & Coke Co., Plants 2 and 3..... 425	H. C. Frick Coke Co., Yorktown, Steel and Bitum. 1,000
Colateral Coke Company, Smock..... 100	Struthers Coal & Coke Co., Fairbank Works..... 100

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